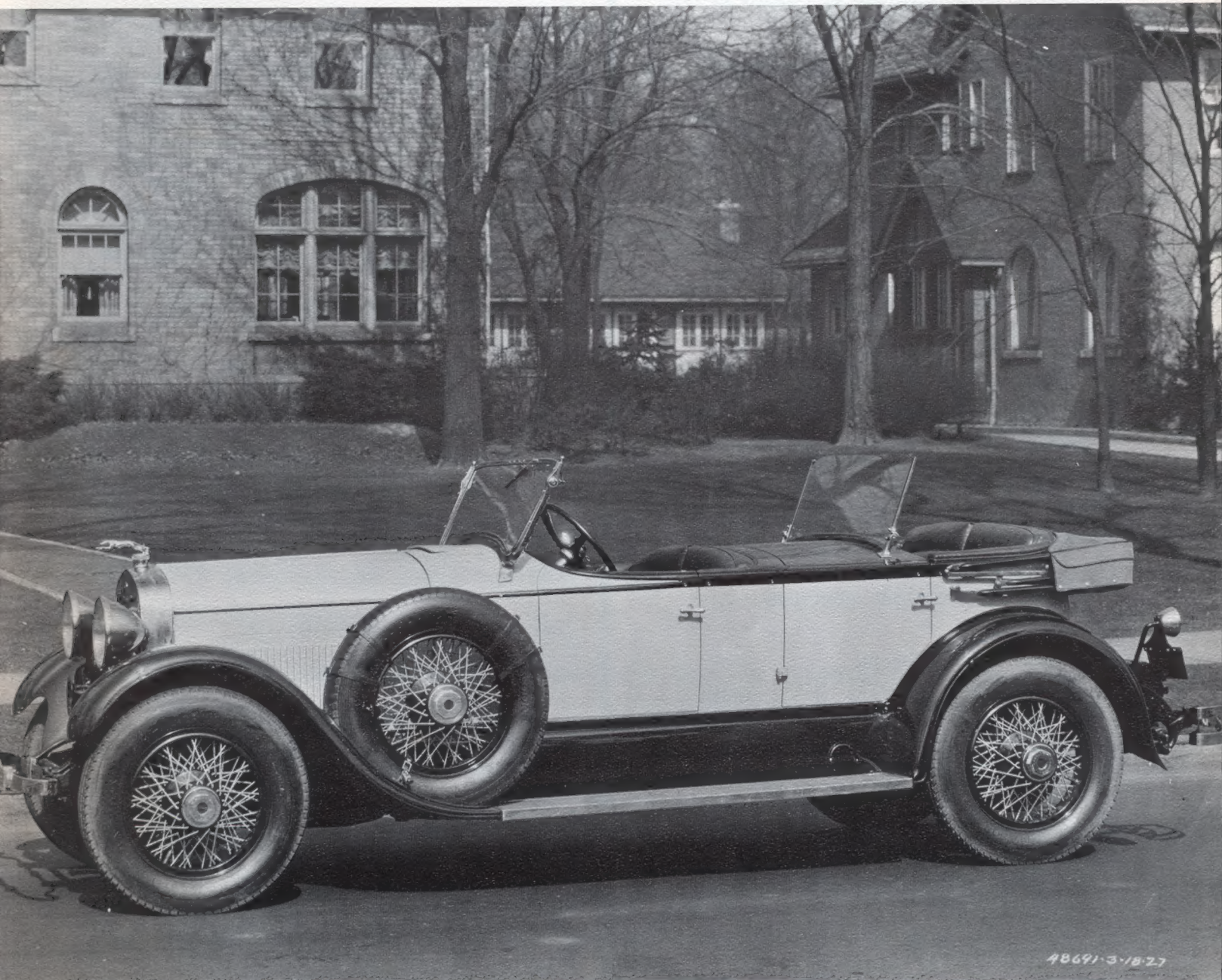


The FORK *and* BLADE

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB, INC.

NOVEMBER - DECEMBER 1978

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The FORK and BLADE is the official publication of The Lincoln Owners' Club and is published by-monthly at 821 West Chicago Street, (Box 189), Algonquin, Ill. 60102. Membership dues are \$10.00 per year, payable to THE LINCOLN OWNERS' CLUB. Second-class postage paid at Algonquin, Ill.

THE FORK AND BLADE

The Fork and Blade is the official publication of The Lincoln Owners' Club Inc. It is a non-profit organization dedicated to the restoration and preservation of the classic Lincoln. The articles and opinions published do not necessarily represent the opinions of the general membership, the club officers, or the editors. Every attempt is made to publish only accurate and beneficial information for club members. However, no responsibility is assumed by the editors or the club for any damages incurred or losses sustained as a result of this information.

CONSTITUTION OF THE LINCOLN OWNERS' CLUB

Section 1.-Name and Purpose.

The name of the club which is a non-profit membership corporation chartered in the state of Connecticut, shall be The Lincoln Owners' Club, Inc. The purpose for which the club is founded is to further the restoration and preservation of Lincoln motor cars produced by Leland and Ford up through 1940 with the exception of the Zephyr and the Continental, to provide a channel of communication for those interested in such cars, and to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

Section 2.-Members.

The sole requirement for membership is a demonstrable interest in Lincoln automobiles including Leland Lincolns, L series, K series, and KA-KB series, and membership is open to any person with such an interest.

Officers will be elected by the membership by plurality vote at the annual meeting which will take place during the month of October. Officers will consist of a president, vice-president, secretary-treasurer, all to serve for one year and until their successors have been elected.

TECHNICAL ADVISERS

1921-1930: KEN PEARSON
125 Dole Ave.
Crystal Lake, Ill. 60014
H 815-459-2888, O 312-658-4588

1931-1939: DICK PRICE
RD #1
Green Lane, PA 18054
215/234-4456

MEMBERSHIP CHAIRMAN

PETER HUBBELL
5670 Commerce Road, West Bloomfield, MI
313/681-4372 48033

RECORDING SECRETARY

SIG STENSLAND
4420 Tipsico Lake Rd.
Milford, MI 48042

BYLAWS

1. The principal office of this club shall be maintained at the office of the president.
2. The president shall have custody of the club seal.
3. The officers of the club must approve all applications for membership in this club.
4. Charter members shall be the first twenty-five members who join the club. Fee of \$25.00
5. Dues for active members shall be \$10.00 per year.
6. Dues will be charged for the fiscal year beginning January 1st. Club dues are due on Nov. 1st and are delinquent after March 1st.
7. The annual meeting of the club shall be held during the month of October. Written notice will be sent to all members not less than fourteen nor more than thirty days, before such meeting. A quorum will consist of those members attending the annual meeting. Any member desiring to introduce a subject for discussion at an annual meeting should submit the subject in writing to the club president at least ten days prior to the meeting.
8. These bylaws may be amended at any annual meeting by majority vote of the members present.

BOARD OF MANAGERS

President
Dick Chapman 615 790 3799
914 Longstreet Dr., Brentwood, Tenn. 37027

Exec. Vice Pres.
Virginia Jansen 716 649 2972
3633 So. Creek Rd., Hamburg, N.Y. 14075

Vice Pres. Western States
Thomas L. Powels 213 343 7332
6933 Yolanda Ave., Reseda, Cal. 91335

Vice Pres. Activities
John Brower 517 699 2746
1773 Maple, Holt, Mi 48842

Treasurer
Henry B. Harper 312 658 4588
Box 189, Algonquin, Ill. 60102

Editor
N. Kenneth Pearson 312 658 4588
Box 189, Algonquin, Ill. 60102

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CLUB PROJECTS

1. 1924-1930 Lincoln Service Bulletins \$ 30.00
2. 1931-1935 Lincoln Service Bulletins 25.00
3. Authentic Covers for 1924-1935 Lincoln Service Bulletins . . . 5.00
4. L Lincoln Shop Manual 20.00
5. 1931-1938 Chassis Parts Catalog, (on 4 microfiche cards) . . . 5.00
6. 1931-1937 Body Parts List Catalog, (on 8 microfiche cards) . . 5.00

If you have any questions or problems regarding the club projects please let Mr. Harper know. All L.O.C. reprints are sold on a money back guarantee. You pay the postage and see that the item in question is returned in the same condition as sent. Projects, Lincoln Owners Club, P.O. Box 189, Algonquin, Ill. 60102

10/1/78

LINCOLN OWNERS CLUB
Treasurers Report

Last Report 10/3/77

CASH BALANCE FORWARDED

\$ 4025.87

RECEIPTS:

Dues 1978	\$4109.84
Projects	3170.08
Hershey Meet, 1977	883.76
Algonquin Meet, 1978	1806.50
Back Issues F & B	<u>14.00</u>

+ 9984.18

CASH DISBURSED:

Postage	628.38
Printing of F & B	3573.41
Canada Exchange	14.79
Envelopes	109.25
Refunds	35.00
Ad placed in Hemmings Motor News	6.92
Photos reprinted	25.50
Hershey Meet, 1977	769.56
Trophies, Algonquin Meet	270.27
Ribbons, Algonquin Meet	26.32
Friday Dinner, Algonquin Meet	458.70
Saturday Lunch, Algonquin Meet	320.00
Saturday Banquet " "	624.15
Misc. expense, " "	270.24
Miscellaneous	<u>39.44</u>

- 7171.83

BALANCE ON HAND 10/1/78

\$ 6838.22

MINUTES
of
ANNUAL MEETING
October 6, 1978

Lincoln Owner's Club Annual Meeting was held at Hershey Convention Center Friday, October 6, 1978.

Meeting was called to order by President Richard Chapman at 8:58 P.M.

After greeting all present, Dick called upon Hank Harper for a Treasurer's Report. Hank reported that the Club's Treasury has over \$6,000.00 in the bank. Hank also reported on the National Meet held at Algonquin, Illinois. Treasurer's report was approved as read.

Dick Chapman now called upon John Brower, our Activities Chairman who gave us some information on our 1979 Meet and Tour. In Pete Hubbell's absence Dick Chapman reported that we now have 521 members. These members are from 48 States and 11 foreign countries. No members in South Carolina and North Dakota.

The President now called upon the Chairman of the nominating committee, Sig Stensland, who placed the following names in nomination for the 1979 Officers of the Lincoln Owner's Club.

President.....	Richard Chapman
Exec. V. Pres.....	Virginia Jansen
Vice Pres. Western States.....	Tom Powels
Vice Pres. Activities.....	John Brower
Treasurer.....	Henry Harper
Technical Advisor for early Lincolns and Editor of the Fork & Blade.....	Ken Pearson
Technical Advisor for later Lincolns.....	Dick Price
Membership Chairman.....	Peter Hubbell
Recording Secretary.....	Sig Stensland

Nominations were asked for from the floor. None were made. Motion was asked for to accept the Slate of Officers as recommended. Motion was made to accept Slate by Dr. Stinson and seconded by Jack Passey. The Yes vote was unanimous.

John Brower then presented President Dick Chapman with a gift for a job well done in 1978. The gift from the membership was the Replica of a Thomas Flyer with a bit of Jim Beam included, made by Jim Beam Distillers.

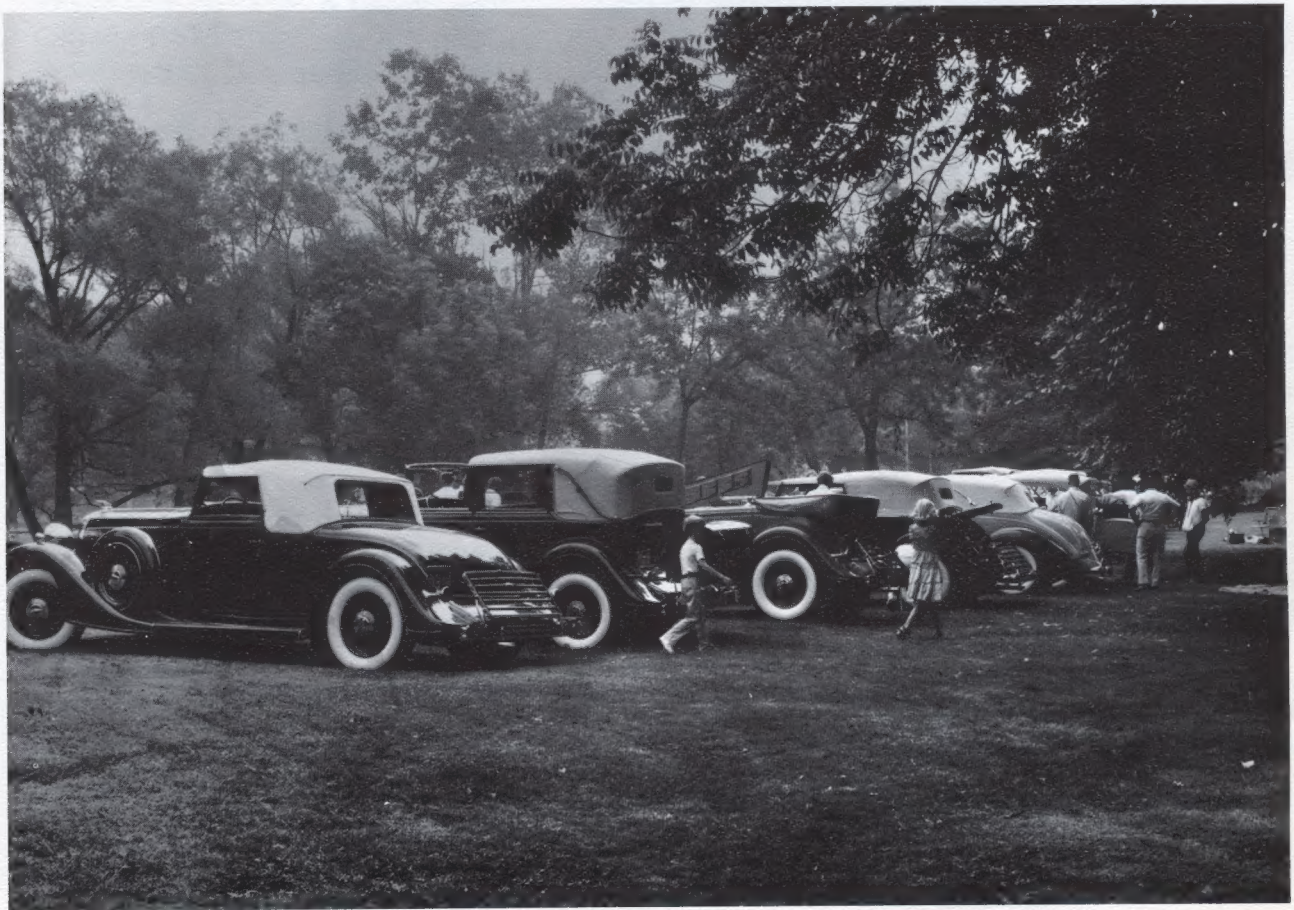
Jack Passey announced that he is preparing a new book on Old Lincolns which will be published in the near future. Jack also invited the members to join the Western Group in their Meets in California.

Meeting was adjourned at 10:15 P.M.

Respectfully submitted by

S.L. Stensland, Recording Sec'y.

More Photos of L.O.C.Meet
August 1978 at Algonquin,Ill.



TECHNICAL NOTES

BRAKES - 1931, 1932 and 1933 Models General Description and Operation

The braking system consists of internal expanding brakes on each of the four wheels operated by a foot pedal. A separate connection to the hand brake lever provides for using the system as an emergency and parking brake. The brake mechanism at each wheel is carried on a rigid backing plate mounted on the axle housing - this plate also acts as a shield to prevent the entry of water or dirt into the brake drum.

Each brake consists of two shoes, the primary and the secondary. In the 1931 models, both shoes were faced with a hard molded brake lining; in later models, molded lining was used on the secondary shoe and a woven lining on the primary shoe. Both shoes are carried on heavy anchor pins which are fastened to the backing plate.

When the brakes are applied, the cam revolves slightly and forces the braking surface of the primary shoe against the brake drum. The friction of the primary shoe against the drum tends to carry the shoe around with the drum, thus forcing the secondary shoe out against the drum. This gives a self-energizing action which utilizes the forward motion of the car to create and intensify the power necessary for stopping the car, and so reduces the pedal pressure required.

The brake linkage is designed with the intent that the braking pressure transmitted to the front and rear brakes is approximately the same. There is no equalizer between the front and rear brakes.

The brake shoes can be removed by unhooking the return springs, taking out the cotter keys from the anchor pins and removing the nuts at the spacer pins. One set of two shoes will fit either wheel, front or rear.

ADJUSTMENT FOR LOST MOTION IN LINKAGE

There is no adjustment in the brake control system to compensate for brake lining wear - this adjustment is accomplished entirely at the adjusting screws located inside each brake drum. However, an adjustment is provided at the cross shaft ends so that any lost motion in the brake linkage may be removed. This is an important point to inspect. In making such an adjustment to remove lost motion, care should be taken to see that the brake shoes are not expanded away from their respective anchor pins.

ORDINARY ADJUSTMENT

Ordinary adjustment for natural wear of the lining may be carried out in the following three steps, after jacking up all four wheels. The same adjustment applies to each of the four brakes.

A. Loosen locknut on the "Eccentric Adjustment" on the upper part of the backing plate. (This adjustment centralizes the shoes.) Turn the eccentric in the direction the wheel revolves when the car is moving forward until a slight drag can be felt when turning the wheel by hand. Then back off the adjustment until the wheel is just free of brake drag. Tighten locknut.

B. Remove cover plate on the outside of the brake drum and turn the wheel until the notched wheel of the adjusting screw is visible inside the drum. With a screwdriver or other suitable tool, turn the notched wheel toward the rim of the backing plate until a very slight drag can be felt when turning the road wheel by hand. Then back off the adjusting screw until the wheel is just free of brake drag.

C. With the car still jacked up, apply the brakes by depressing the brake pedal about three inches and holding it in this position. Try the brake effect by pulling the wheels over by hand. All the wheels should be alike; if not, loosen the adjusting screw on the tighter wheels until the brake drag is the same on all of them. Then replace the adjusting screw cover plates.

MAJOR ADJUSTMENT

When it becomes necessary to install new linings, an adjustment of the anchor pins will be required after the new linings have been installed and the brakes reassembled. This is the only time when the anchor pin adjustment should be altered. The following six steps will explain how this adjustment should be made:

I. Follow all the instructions under paragraph A of the Ordinary Adjustment above.

II. Loosen the two anchor pin nuts completely free of the lock washers. (Note that the anchor pins pass through elongated holes in the backing plates.)

III. Remove cover plate on the outside of the brake drum and turn the notched wheel of the adjusting screw toward the rim of the backing plate until the road wheel can barely be turned with both hands. Then, using a soft hammer, tap the anchor pins on the threaded ends to insure their assuming their correct position. (The anchor pins will shift in the elongated holes in the backing plate when the shoes are expanded and the anchor pins tapped.)

IV. Tighten the anchor pin nuts as tight as possible with a sixteen inch wrench.

V. Back off the adjusting screws until the wheels are just free of brake drag.

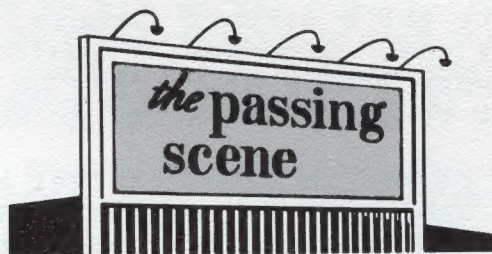
VI. Follow the adjustment instructions given in paragraphs A and C under Ordinary Adjustment, above.

A check of the above adjustment may be made using a feeler gauge inserted through the inspection hole on the outside of the brake drum. There should be about twice as much clearance at the screw adjusting end of the shoes as at the anchor pin end.

A check showing about 0.008" at the anchor end and .014 at the screw adjusting end will indicate that the adjustments have been properly made.

LUBRICATION

The two pressure fittings at the ends of the brake cross shaft should be lubricated with gear oil every 1000 miles, while the clevis pins in the brake linkage should be lubricated with engine oil at the same time. The front brake cables should be lubricated every 5000 miles - this requires a special lubricator fitting and a special lubricant. Also at 5000 mile intervals, the brake cam lever shafts should be lubricated - this is done by removing the pipe plugs where the shafts pass through the backing plate, inserting a pressure fitting and adding a very small amount of gear lubricant - about half a teaspoonful - with the lubricator gun. Any excess lubricant will enter the brake drum. After lubrication, the pipe plugs should be replaced.



Brake before entering a curve. Accelerate as you are coming out of it.
.....

You should always yield the right-of-way. Never take it.
.....

Reduce speed gradually. Give the driver behind plenty of time to stop without plowing into your rear.
.....

Keep your eyes moving. Keep your mind on what your eyes see.



COVER PICTURE - 1927 Lincoln Photograph courtesy of the Henry Ford Museum, Dearborn, Michigan

If you would like to see your Lincoln pictured in the Fork and Blade or on the Cover, just send us the photo with an accompanying story. We will be happy to show your favorite Lincoln to all of our readers. Must be a black & white photo.

THE LITTLE CAR THAT TRIED

(A Christmas Story)

In the midst of the depression, we were a family with many small children and Christmas promised to be a lean one. The little ones would think that they had been bad since Santa Claus would fly right by our house. Aunt Marie had written a week or so ago that Christmas presents for the children were ready and waiting if we could devise a way to pick them up. Bobby was the oldest and had been my buddy since I could ever remember. He said his little old car could not make the fifty miles or so necessary to go to Aunt Marie's. Somehow, he put off the trip as each day went by, bringing us closer to Christmas. Late on Christmas Eve day, he asked me to go along, we were going to pick up the presents.

It was dark by the time we started and we purred along. I felt so proud of my stoic older brother. He had been thinking of the situation all day and came up knowing this was the only way. Besides, he was a big old softy, and loved those little ones as much as I, and that was alot. He always wore knickers and wool socks and high shoes and a cap. He could meet any challenge and in my young eyes, he could do no wrong. He had saved a long time to buy this pathetic old car. He adored each inch of it. He was pretty young to own a car, even a modest one. All one had to do to get a drivers license, was to go to the Post Office and buy one. Some day, I would do just that. All the way, we spoke very little and I felt he was listening to the car, waiting for it to say "that's it, go home kids, forget it."

We made it, and parked in front of that beautiful home, feeling that we should apologize for parking "it" there. We stayed longer than we planned, completely forgetting the dropping temperature and threatening snow. We were pleaded with to spend the night, but the thought of not being home on Christmas morning was unbearable.

Bobby warmed up the car and the little fan that spread warm air around us would help keep us warm. We loaded the beautifully wrapped presents in the trunk and in the back of the coupe, and set out for home. There was a lot of sputtering and carrying-on going on under the hood, but we kept going.

About half the distance remained to go. The road was barren, no other car lights, no houses or farms. The little car just stopped. It had frozen up and it was impossible to start again. We sat for awhile, trying to figure out what to do. We could not both leave and walk away, we had all those packages in the car. So, Bobby started out walking. He never complained of being cold and I felt he would be alright. In fact, come to think of it, he never complained much about anything.

It was a very long time before he came back. It was quite a way to the farmhouse he had found. He awakened the people and called everyone he could think of, including some garages who had tow trucks. We were very cold now, and would have to wait

more. He said the garages had said "it's Christmas Eve", like we didn't know it. No cars passed while we kept our cold vigil. We thought of everyone in their nice warm houses. And we thought of everything warm that we ever owned, and wished we had it on. The temperature was continuing to drop, but as yet there was no snow, though it seemed it could start at any time.

Finally, when it seemed we would be found as two frozen bodies when Christmas Day dawned, we saw car lights or truck lights or something. We quietly prayed that whoever it was, would pause to share the warmth of their car with us. The lights stopped and we hoped that some one had come to rescue us. It was a tow truck. Some kind soul had sent the truck to find us even if it was Christmas Eve. The driver was amazed to find how young we were and how long we had been there, waiting. I was bundled into the cab of the truck and soon we were headed home. I would never thaw out. I knew my feet would stay cold for the rest of my life.

Home was a blessed sight and our frightened parents made us drink hot things and rubbed our hands and faces. But, my poor feet! Daddy made me sit on the edge of the tub and run cold water on them. In those times, it was the prescribed treatment. When I cried, he turned the icy water off and just rubbed them gently, then wrapped them in warm cloths.

We had almost recovered when daylight streamed into the room, bathing the Christmas tree in light. Presents were spread out beneath the tree. It was beautiful! The little ones were soon up and scrambling under the tree. Santa had arrived in a tow truck pulling the little old frozen car full of presents. Bobby looked at me with that funny, sideways grin and I knew what he was thinking. This was our Christmas present. The giving, from Bobby and me, and the little car that tried, was under the tree.



LINCOLN OWNERS CLUB
ANNUAL MEETING BANQUET AND ELECTION
Hershey, Pa., Oct. 7, 1978

Well another year at Hershey has come and gone. Going to Hershey has become a must with Henry and I, as it seems to be the farewell to summer and old car touring. It is also a time to say goodbye to our good friends we have met and toured with during the summer months and whom we shall not see again until the snow melts and the flowers are again in bloom. It kind of goes with putting away the porch furniture and cleaning up the garden and stacking the firewood for the long nights by the fireplace. It's the grand finale of the year.

This year at Hershey, the weather decided to be kind to us after two - or was it three- years of rain, rain and mud and mud and more mud. Nevertheless we always have a good time, rain or shine.

Ray Henry, owner of that beautiful 1927 Lincoln Town Car, was especially pleased that the AACA gave him the honor of judging the Red Bugs for the first time. Someone even said they overheard Ray trying to purchase one from its proud owner. Is that true Smokey?

After everyone walked the miles of the flea market on Thursday and Friday, the Lincoln Owners Club members met on Friday evening at the Hershey Motor Lodge for their annual meeting banquet and election of officers. There were approximately 15 States and Canada represented with 76 attending. Cocktails were served followed by a very nice dinner.

President Dick Chapman introduced the officers and a treasurers report was given.

Dick received a very receptive response when he discussed the possibility of starting to tour with the Lincolns instead of the usual weekend meet at one location. This would surely give us an opportunity to meet other LOC members in some of the other areas and seems to be very interesting. Perhaps some of you would like to head up a tour "out your way" in the future.

After hearing a few other remarks from members, the meeting was adjourned at which time many of us moved into the next room where the AACA was hosting a Get Acquainted night with entertainment and dancing- for those who had the strength-.

So another great weekend came to a close. Hope we see you there next year.

Ginny Jansen

_ A WORD TO THE WIVES _

LOC is trying something new this year-- a page for us gals to read in The Fork and Blade. Perhaps some of us may be able to become acquainted with one another through ideas, suggestions, recipes or just chit chat. Maybe you have had an experience regarding the purchase of-or restoration of your Lincoln- or any other antique car (yes fellas, there are other cars) that we would find interesting. You might even have a household hint we could use or just a cute poem or comical saying or a great family recipe handed down from old Aunt Liddy (whoever the heck she is) So come on ladies, put aside the knitting and the needlepoint or whatever, for just a few moments, and send me something for our future issues of The Fork & Blade.

While at Hershey this year, Janice Stensland brought a fantastic, moist and delicious cake along for nibbling on a lunch break at the flea market. So many people asked her for the recipe, I asked her if I could share it with all of you. She sent it me as follows:

Vanilla Wafer Cake

- 1 cup butter or margarine
- 2 cups sugar
- 6 eggs
- 1 box (12 oz) vanilla wafers - crushed
- $\frac{1}{2}$ cup milk
- 1 tsp. vanilla
- 1 cup chopped pecans
- 1 cup shredded coconut

Preheat oven to 300 degrees. Cream butter and two cups sugar until light and fluffy. Add eggs, one at a time, beat after each addition. Alternately add crushed wafers, milk and vanilla. Stir in nuts and coconut. Spoon into a greased and floured 10 inch tube pan. Bake about $1\frac{1}{2}$ hours. Cool. If desired glaze with Orange Sauce- Combine $1\frac{1}{2}$ cups sugar orange and lemon juices in saucepan. Bring just to boiling. Remove from heat and pour over cake.

Orange Sauce

- $1\frac{1}{2}$ cup sugar
- $\frac{3}{4}$ cup orange juice
- 1 Tblsp lemon juice (Janice said she did not use this on the one she brought to Hershey and feels it is not really needed) This cake was really great and the men all raved about it.

Isn't this just like a woman- they tell me I can have a page and here I am taking two. I have to also send this along. Jane Brower was kind enough to send me this and it sounds so good, I have to pass it on. She calls it Church Window Candy and says it is a Fun recipe.

Church Window Candy

Melt together $\frac{1}{4}$ lb. margarine and 1-12 pkg. of Choc.Chips
Cool-
Add 1 cup chopped nuts
1-10 $\frac{1}{2}$ oz pkg. of colored miniature marshmallows.
Sprinkle 2 cups crushed cornflakes onto waxed paper.
Pour chocolate mixture over the flakes. Roll up in waxed paper (not you) Chill in refrigerator at least 2 hrs. and slice. The colored marshmallows with chocolate in between, gives a stained glass look. 1 pkg. coconut may be substituted for the corn flakes.

So now 2 gals from Michigan have got us started on the recipes- lets hear from someone else out there.

And after these recipes, I just can't resist adding this little bit -----

Hey Diddle diddle
I'm watching my middle
I'm hoping to whittle it soon,
But eating's such fun
I may not get it done
Till my dish runs away
with my spoon.

It's always sad to hear a friend bemoan his " lack of time" to read a book, or start a new hobby, or do something else he really enjoys. For if life offers no time for these simple pleasures, why else are we working so hard ?

Ginny Jansen

Please send any articles to me at:

Virginia Jansen
3633 South Creek Road
Hamburg, N.Y. 14075

HEAVY TRAFFIC

WANTED

1936 K Willoughby Sport Sedan, to complete restoration. Top price paid; gray plastic headlight manual switch under steering wheel, stainless trim for luggage rack, oil pressure gauge and sending unit, any kind of shop manual, clear glass license plate lens. Please advise price and condition. Larry Jennings 9220 Longview Drive, Pleasanton, California 94566. 415 462 4118 (home), 415-376-5141 (office).

1932 KA - Set Headgaskets (need one desperately) Molded rubber Hood bumper for rear corner of hood. SS Running Board edge trim; 2 tool box cover fasteners; wiper arms; dash lighter cover. Also need information relative to parts used to secure horn button in steering wheel. Jim Townsend, 3830 Windwood Circle, Charlotte, N.C. 28211.

1929 L Exhaust - Jan VandenBergh, Bezuidenhoutseweg 468 The Hague, Holland.

1931-33 Brake Cables, Lever on Backing Plate R.S. (Brake Cable attaches to the Lever), -- 1933 KB New King Pin Set; 1931-33 Shock Absorber Linkage, -- 1932-34 R.S. Mud Pan,-- 1932-33KB Cover over water pump, --(or picture with dimensions) --1933 Hard Locks & Hard Key Blanks, light switch knob for dash. 1933 Window Crank Handle (Brown knob,-- 1933-34 Clock. 1933-39 Intercom microphone (Dictograph Product), metal ash holders for rear arm rest. 1933-34 Dome light switch (mounts on door post), Toggle switch for rear compartment lights, Rear window shade, sales literature or pictures 1933-34 Judkins Berline Body. Stewart A. Cairns, 1650 East 22nd Ave. Vancouver, B.C. Canada V5N-2P4.

NOTICE

A Reminder that dues for Lincoln Owner's Club are delinquent after January 1st, 1979.

Any 1978 copy of The Fork and Blade is available at \$2.00 per copy.

HEAVY TRAFFIC

FOR SALE:

Lincoln 1936 K-V-12 Sedan, Aluminum Body, 5 passenger, unrestored, good upholstering, 6 wheel, luggage rack, solid car, many extra parts. Write for further information. W. Hood 1521 Berryman Ave., Bethel Park, Pa. 15102 412-835-9071

1938 F Judkins 2 W Berline Division window, Leather front seat, side mounts, 4 new Lester whites. Complete, Solid Car for restoration. Some spares included \$ 4,000.00. James Dyson, 908 Weatherbee Rd., Towson, Md. 21204 301 823 6755.

Reprints of "Book of Instructions", Lincoln Motor Cars 1923 (appropriate for all early 2 wheel brake Lincolns), 102 pages, \$25.00. Reprints of "Body Parts List Lincoln" 1919 through 1925; includes illustrations of all standard and some custom bodied Lincolns and details of interior hardware, 100 pages, \$20.00. Good clear reprints. Also a good 1932 Lincoln rear bumper and set of side mount covers for 35 or 36 K. Carl King 2207 Fairview E. Seattle, Wa. 98102 206 325 3648.

WANTED

Long, 38" Stainless trim strips for 1933-36 Lincoln Trunk rack. C. Chrisman 1915 Humboldt Ave. So. Minneapolis, Minn. 55403

1934 K Information concerning specifications. C. Chrisman 1915 Humboldt Ave. So. Minneapolis, Min. 55403

1932 KA Distributor cap-rotor-plugs for Lincoln. Also need-horns, ampmeter, ignition switch, carburetor and fender lighter. Describe fully and price please. Buck Dickinson, Box 54 Oskaloosa, Ks. 66066.

1931 K Dual ignition points (to fit Autolite Distributor IGL4001). Sam Dibble, 45100 Thornapple Lane, Northville, Michigan 48167